



# Chicago Metropolitan Agency for Planning

233 South Wacker Drive  
Suite 800  
Chicago, Illinois 60606

312 454 0400  
www.cmap.illinois.gov

## MEMORANDUM

**To:** CMAQ Project Selection Committee

**From:** CMAP Staff

**Date:** December 11, 2014

**Re:** CMAQ Project Change Requests for consideration on December 18<sup>th</sup>

Ten projects have submitted scope and/or cost change requests for committee consideration and four administrative modifications were completed. The sponsors' requests are attached; re-ranking analyses are available upon request.

A summary of the impacts of the requested cost changes on the fiscal constraint of the Transportation Improvement Program (TIP) is shown below.

All Requested Changes	2015	2016	2017	2018	2019
Current Program*	\$168,482,450	\$88,881,000	\$83,086,000	\$36,695,000	\$0
Unprogrammed Balance*	\$5,261,550	\$16,590,000	\$22,385,000	\$68,776,000	\$105,470,000
02-12-0002	Impacts FFY14				
07-01-0004 (increase)	\$467,000				
09-14-0002	\$1,481,000				
03-12-0004	\$1,392,000	\$1,040,000			
03-12-0002 (increase)	\$320,000				
03-12-0002 (reinstate)	\$480,000				
13-10-0005	Impacts FFY14				
11-06-0032	\$9,746,069				
01-09-0004	\$3,400,000				
Sum of requested changes	\$17,286,069	\$1,040,000	\$0	\$0	\$0
Revised Program	\$185,768,519	\$87,841,000	\$83,086,000	\$36,695,000	\$0
Rev. Unprogrammed Balance	-\$12,024,519	\$15,550,000	\$22,385,000	\$68,776,000	\$105,470,000

\* Source: FFY 2014-2019 TIP. Includes administrative modifications.

Based on the projected \$12 million shortfall, staff is recommending that consideration of approval of increases for projects targeting the April 2015 state letting be tabled to the next committee meeting. Staff is also recommending disapproval of McHenry County's request for a \$9,746,069 cost increase for project 11-06-0032. A summary of the impacts of the staff recommendations on the fiscal constraint of the TIP is shown below.

<b>Staff Recommendation</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>
Current Program*	\$168,482,450	\$88,881,000	\$83,086,000	\$36,695,000	\$0
Unprogrammed Balance*	\$5,261,550	\$16,590,000	\$22,385,000	\$68,776,000	\$105,470,000
02-12-0002	Impacts FFY14				
07-01-0004 (increase)	\$467,000				
09-14-0002	Table				
03-12-0004	\$1,392,000	\$1,040,000			
03-12-0002 (increase)	Table				
03-12-0002 (reinstate)	Table				
13-10-0005	Impacts FFY14				
11-06-0032	Not Approve				
01-09-0004	\$3,400,000				
Sum of requested changes	\$5,259,000	\$1,040,000	\$0	\$0	\$0
Revised Program	\$173,741,450	\$87,841,000	\$83,086,000	\$36,695,000	\$0
Rev. Unprogrammed Balance	\$2,550	\$15,550,000	\$22,385,000	\$68,776,000	\$105,470,000

\* Source: FFY 2014-2019 TIP. Includes administrative modifications.

### **For Committee Consideration:**

#### **McHenry County DOT – Randall Rd at Algonquin Rd Intersection Improvement and Signal Interconnect (TIP ID 11-03-0018)**

This project was originally approved as a Continuous Flow Intersection (CFI) for \$10,583,000 federal (\$13,229,000 total) for construction in FFY 2017 and a project total of \$10,583,000 federal (\$24,653,000 total).

The sponsor is requesting a scope change from a Continuous Flow Intersection (CFI) design to a conventional intersection design. The sponsor reevaluated the intersection with updated traffic projections. They determined that a conventional intersection design provides similar operational benefits to the original CFI design. Therefore, the conventional intersection is the sponsor's new preferred alternative. As a result of the scope change, the total cost of the project has increased in the amount of \$0 federal (\$842,000 total), bringing the total project cost to \$10,583,000 federal (\$25,495,000 total).

Due to the nature of the scope change the emission benefits were recalculated and a re-ranking of the project was done with the project ranking changing from 6<sup>th</sup> to 11<sup>th</sup> among all 2014-2018 Intersection Improvement proposals. The ranking among funded projects changed from 3<sup>rd</sup> to 7<sup>th</sup>, ahead of one other funded intersection improvement project.

#### **Recommendation to the CMAQ Project Selection Committee:**

Staff recommends approval of the scope change to a conventional intersection design for McHenry County DOT – Randall Rd at Algonquin Rd Intersection Improvement and Signal Interconnect (TIP ID 11-03-0018).

Staff notes that in many respects the revised scope results in a different project than the one approved by the MPO Policy Committee and CMAP Board. However, the revised project addressed the same problem at the same location, and so is within the more general scope of what was approved. Cases in which a sponsor requests to move a project to a different location, or to undertake a different activity, will continue to receive greater scrutiny.

**Skokie – Skokie Valley Trail from Oakton St. to Village Limits (TIP ID 02-12-0002)**

This project was originally approved for \$544,000 federal (\$680,000 total) for construction/CE in FFY 2012. A cost increase was approved in February 2013 for \$251,630 federal (\$314,537). The currently approved total project cost is \$795,630 federal (\$994,537 total).

The sponsor is requesting a cost increase of \$67,000 federal (\$110,000 total) for construction/CE in FFY 2014 based on the low bid (\$71,200 total) received in August 2014 and discovery of a needed drainage improvement (\$12,200 total) during construction. The cost of phase 2 engineering also increased by \$0 federal (\$27,000 total). If the cost increase is granted the total project cost would increase to \$862,000 federal (\$1,227,000 total).

A re-ranking was completed with the project ranking changing from 6<sup>th</sup> to 9<sup>th</sup> among all 2012-2016 Bicycle Facilities proposals. The ranking among funded projects changed from 3<sup>rd</sup> to 7<sup>th</sup>.

**Recommendation to the CMAQ Project Selection Committee:**

Staff recommends approval of the requested cost increase of \$67,000 federal CMAQ (\$110,000 total) for construction in FFY 2014 for a project total of \$862,000 federal (\$1,227,000 total) for Skokie – Skokie Valley Trail from Oakton St to Village Limits (TIP ID 02-12-0002).

**Chicago Heights – Old Plank Rd Trail Ext. from Western to Euclid (TIP ID 07-01-0004).**

This project was originally approved for \$57,550 federal CMAQ (\$71,938 total) for phase 1 engineering in FFY 2003, \$65,000 federal CMAQ (\$81,250 total) for phase 2 engineering in FFY 2013, and \$849,450 federal CMAQ (\$1,061,813 total) for construction/CE in FFY 2015 for a project total of \$972,000 federal CMAQ (\$1,215,001 total). Construction funds were deferred in October 2012 due to lack of progress on phase 2 engineering. Those funds were reinstated by staff as described in the Administrative Modifications portion of this memo.

The sponsor is requesting a cost increase for construction/CE in the amount of \$439,000 federal (\$548,000 total). The cost increase is the result of additional costs identified during phase 2 engineering which were not anticipated by the City. Funding will cover additional earthwork to provide adequate drainage and lighting for the trail parking lot. If the cost increase is granted the total project cost would increase to \$1,411,000 federal (\$1,763,000 total).

A re-ranking was completed with the project ranking changing 16<sup>th</sup> to 18<sup>th</sup> among 2001 Bike Facility projects. This project was the lowest ranked selected project, with the cost increase it would drop below 2 projects that were not selected for funding. The project is targeting the March 2015 state letting.

**Recommendation to the CMAQ Project Selection Committee:**

Staff recommends consideration of the requested cost increase of \$439,000 federal CMAQ (\$548,000 total) for construction in FFY 2015 for a project total of \$1,411,000 federal (\$1,763,000 total) for Chicago Heights – Old Plank Rd Trail Ext. from Western to Euclid (TIP ID 07-01-0004).

**Aurora – Station Blvd Ext. to IL 59 Commuter Parking Lot (TIP ID 09-14-0002)**

This project was originally approved for \$100,000 federal (\$125,000 total) for phase 2 engineering in FFY 2014 and \$1,506,000 federal (\$1,883,000 total) for construction/CE in FFY 2015 for a project total of \$1,606,000 federal (\$2,008,000 total).

The sponsor is requesting a cost increase and a scope change. The requested cost increase is for construction/CE in the amount of \$1,186,000 federal (\$1,635,000 total). The scope change is the result of final engineering design and discussions between BNSF, Metra, Pace and City of Aurora staff. The revised plan provides for a variety of improvements to enhance mobility and traffic circulation and will result in an additional 420 parking spaces, which is an increase of 13 parking spaces from the initial application. If the cost increase is granted the total project cost would increase to \$2,792,000 federal (\$3,643,000 total). The project is targeting the April 2015 state letting.

A re-ranking was completed. Since this was the only commuter parking project selected in the FFY 14-18 program the project ranking did not change. The cost per Kg VOC eliminated increased from \$116 to \$200.

**Recommendation to the CMAQ Project Selection Committee:**

Due to fiscal constraint in the TIP at this time, staff recommends tabling approval of the scope change and cost increase of \$1,186,000 federal (\$1,635,000 total) for construction/CE for a total project cost of \$2,792,000 federal (\$3,643,000 total) for Aurora – Station Blvd Ext. to IL 59 Commuter Parking Lot (TIP ID 09-14-0002). Consideration is recommended at the proposed February 19<sup>th</sup>, 2015 meeting.

**IEPA – Norfolk Southern Railway Co Switchyard Diesel Locomotive Retrofit Project (TIP ID 13-10-0005)**

This project was originally approved for \$3,380,000 federal (\$5,200,000 total) for implementation. This project received a cost increase of \$0 federal (\$1,700,000 total) in February 2013 and another cost increase of \$12,324,000 federal (\$17,260,000 total) in April 2013. This project also had a scope change approved in February 2013 that changed the engine type from a Tier II switcher locomotive to a Tier III line-haul locomotive.

The sponsor is requesting a cost increase in the amount of \$3,400,000 federal (\$5,230,000 total) as a result of the cost associated with the 12 cylinder Tier 3 710ECO repower kits. An 8 cylinder 710 ECO USEPA Tier 2 emissions retrofit kit was originally going to be used but has since been discontinued.

If the cost increase is granted the total project cost would increase to \$19,104,000 federal (\$29,390,000 total). The project was reanalyzed and the cost per kilogram of PM eliminated increased from \$308 to \$375 and the ranking changed from 3<sup>rd</sup> to 5<sup>th</sup> among 2010 Direct

Emissions Reduction projects. The first locomotive is assembled and expected to be released in January, 2015. One locomotive per month will be released until June or July, when two locomotives per month are expected. Slug locomotives will be released in April, May and June.

**Recommendation to the CMAQ Project Selection Committee:**

Staff recommends approval of the requested cost increase of \$3,400,000 federal (\$5,230,000 total) for a total project cost of \$19,104,000 federal (\$29,390,000 total) for IEPA – Norfolk Southern Railway Co Switchyard Diesel Locomotive Retrofit Project (TIP ID 13-10-0005).

**McHenry – Miller Rd/Bull Valley Rd at N. Front St and Green St (TIP 11-06-0032)**

This project was originally approved for \$89,360 federal (\$111,700 total) in FFY 2007 for phase 1 engineering, \$295,800 federal (\$369,750 total) in FFY 2008 for phase 2 engineering, and \$1,556,440 (\$1,945,550 total) in FFY 2009 for construction/CE for a project total of \$1,941,600 federal (\$12,295,000 total). This project also has other federal funds and non-matching local funds.

The sponsor is requesting a cost increase in the amount of \$9,746,000 federal (\$10,888,000 total) for construction in FFY 2015. The project was combined with other projects into one large project, with a portion constructed in FFY 2012 utilizing federal HPP funds that were initially included in the current project limits. Now that the project is ready for letting in January 2015, additional funds are being requested to spend down the region's unused CMAQ funding balance. If the cost increase is granted the total project cost would increase to \$11,688,000 federal CMAQ (\$23,183,000 total).

A re-ranking was completed with the project ranking changing from 3<sup>rd</sup> to 4<sup>th</sup> among all FFY 2007 intersection improvement projects.

**Recommendation to the CMAQ Project Selection Committee:**

Staff does not recommend approval. The initial application indicated the County's commitment of HPP funds to this project. Thus, the requested increase is largely due to the use of those funds on other work outside of the project limits, rather than a changed scope or higher costs. The Project Selection Committee agreed to a small number of similar "fund swaps" in past years to help address the large unobligated balance, but the unobligated balance is much smaller now and continues to shrink through obligations of funds as programmed. Approving this cost increase would result in the CMAQ program exceeding fiscal constraint. To accommodate it, other projects would need to be moved into out years of the program. Accomplishing these other projects now rather than in later years will be of more benefit to the region's air quality than increasing the funding to the subject project.

**CDOT – Union Station Transportation Center (TIP ID 01-09-0004)**

This project was originally approved for \$412,000 federal (\$515,000 total) for phase 1 engineering in FFY 2009, \$412,000 federal (\$515,000 total) for phase 2 engineering in FFY 2012, and \$4,720,000 federal (\$5,900,000 total) for ROW in FFY 2009 for a project total of \$5,544,000 federal (\$12,085,000 total). In December, 2012 a cost increase for \$1,600,000 federal (\$2,000,000 total) for ROW was approved. As part of the FFY 2014-18 program an additional \$15,788,000 federal (\$27,035,000 total) was approved for construction which brought the project total to \$22,932,000 federal (\$35,965,000 total). In addition to CMAQ funds there is also \$5,800,000 in FTA section 5309 funds programmed.

The sponsor is requesting a cost increase in the amount of \$0 federal (\$522,000 total) for phase 1 engineering and \$3,400,000 federal (\$4,250,000 total) for ROW. The increase is the result of meditation with the property owner and has been approved by a judge and the FTA. If the cost increase is granted the total project cost would increase to \$26,332,000 federal (\$40,737,000 total).

A re-ranking was completed with the project ranking unchanged in both the FFY 2009 and FFY 2014-2018 programs.

**Recommendation to the CMAQ Project Selection Committee:**

Staff recommends approval of the cost increase of \$0 federal (\$522,000 total) for phase 1 engineering and \$3,400,000 federal (\$4,250,000 total) for ROW for a total project cost of \$26,332,000 federal (\$40,737,000 total) for CDOT – Union Station Transportation Center (TIP ID 01-09-0004).

**IDOT – IL 59/Sutton Rd at Stearns Rd (TIP ID 03-12-0004)**

This project was originally approved for dual left turn lanes on the north and south legs and right turn lanes on the north and west leg for \$0 federal (\$225,000 total) for phase 1 and 2 engineering in FFY 2012, \$160,000 federal (\$200,000 total) for ROW in FFY 2015, and \$1,200,000 federal (\$1,500,000 total) for construction/CE in FFY 2016 for a project total of \$1,360,000 federal (\$1,925,000 total).

The sponsor is requesting a cost increase and a scope change. The requested cost increase is \$1,392,000 federal (\$1,740,000 total) for ROW in FFY 15 and \$1,040,000 federal (\$1,300,000 total) for construction/CE in FFY 16 for a total increase of \$2,432,000 federal (\$3,040,000 total). The cost increase is due to the requested scope change to construct dual left turn lanes on all legs and right turn lanes on the east, west, and north legs. If the cost increase is granted the total project cost would increase to \$3,792,000 federal (\$4,965,000 total). The construction phase is targeting the January 2016 letting.

A re-ranking was completed with the project ranking changing from 11<sup>th</sup> to 21<sup>st</sup> among all 2012-2016 Intersection Improvement proposals. The ranking among funded projects changed from 5<sup>th</sup> to 12<sup>th</sup>.

**Recommendation to the CMAQ Project Selection Committee:**

Staff recommends approval of the scope change to construct dual left turn lanes on all legs and right turn lanes on the east, west, and north legs and a cost increase of \$1,392,000 federal (\$1,740,000 total) for ROW in FFY 15 and \$1,040,000 federal (\$1,300,000 total) for construction/CE in FFY 16 for a total increase of \$2,432,000 federal (\$3,040,000 total) and a project total of \$3,792,000 federal (\$4,965,000 total) for IDOT – IL 59/Sutton Rd at Stearns Rd (TIP ID 03-12-0004).

**IDOT – IL 59 at W. Bartlett Rd (TIP ID 03-12-0002)**

This project was originally approved for \$0 federal (\$90,000 total) for phase 1 and 2 engineering in FFY 2012, \$96,000 federal (\$120,000 total) for ROW in FFY 2012, and \$480,000 federal (\$600,000 total) for construction/CE in FFY 2013 for a project total of \$576,000 federal (\$810,000 total). Construction funds are currently deferred.

The sponsor is requesting a cost increase of \$320,000 federal (\$400,000 total) for construction/CE and is the result of the availability of 75% design updated cost estimate based on detailed quantity calculations and current bid tab pricing. If the cost increase is granted the total project cost would increase to \$896,000 federal (\$1,210,000 total). The project is targeting the April 2015 state letting.

A re-ranking was completed with the project ranking changing from 8<sup>th</sup> to 19<sup>th</sup> among all 2012-2016 Intersection Improvement proposals. The ranking among funded projects changed from 2<sup>nd</sup> to 10<sup>th</sup>.

**Recommendation to the CMAQ Project Selection Committee:**

Due to fiscal constraint in the TIP at this time, staff recommends tabling approval of the cost increase of \$320,000 federal (\$400,000 total) for construction/CE and the reinstatement of deferred funds for IDOT – IL 59 at W. Bartlett Rd (TIP ID 03-12-0002). Consideration is recommended at the proposed February 19<sup>th</sup>, 2015 meeting.

**Metra – Installation of GenSets on Two Metra Switch Engines (TIP ID 13-10-0007)**

This project was originally approved for \$2,800,000 federal (\$3,500,000 total) in FFY 2010 for implementation to retrofit two existing switch engine locomotives with GenSets.

The sponsor is requesting a scope change to procure two Tier III repowered switch engine locomotives instead of retrofitting with GenSets due to the age of the existing locomotives and recommendations from several vendors. The sponsor is not requesting a cost change.

Due to the nature of the scope change the emission benefits were recalculated and a re-ranking was completed with the project ranking unchanged at 13<sup>th</sup> among projects in the FFY 2010 program.

**Recommendation to the CMAQ Project Selection Committee:**

Staff recommends approval of the requested scope change to Tier III repowered switch engine locomotives for Metra – Installation of GenSets on Two Metra Switch Engines (TIP ID 13-10-0007).

**Administrative Modifications**

Staff completed the following administrative modifications:

**Lake County DOT – Cedar Lake Rd. at Monaville Rd. (TIP ID 10-00-0113)**

The sponsor requested to transfer unused funds from Phase 1 (FFY 2008) and Phase 2 (FFY 2012) Engineering to ROW (FFY 2011) in the amount of \$83,000 CMAQ (\$103,000 total) and to release surplus funds from Phase 2 Engineering (FFY 2012) and Construction (FFY 2013) in the amount of \$3,201,000 CMAQ (\$3,845,000 total). Staff completed the transfer and release of funding as an administrative modification.

**CDOT – City of Chicago Bicycle Fleet Program (TIP ID 01-08-0004)**

In their October Status Update, the sponsor indicated that the scope of this project was largely replaced by the Divvy program and therefore requested that CMAP withdraw the \$80,000 CMAQ (\$100,000 total) for Implementation, which had been previously deferred. Staff completed the withdrawal of funding.

**IDOT – IL 19/Irving Park Rd at IL 59 (TIP ID 03-12-0009)**

The sponsor requested withdrawal of the project from the CMAQ program due to increasing costs and greater property impacts than originally estimated. \$56,000 federal (\$70,000 total) for ROW in FFY15 and \$280,000 federal (\$350,000 total) for Construction in FFY15 has been withdrawn by staff as an administrative modification.

**Chicago Heights - Old Plank Road Trail Extension from Western to Euclid (TIP ID 07-01-0004)**

The sponsor requested reinstatement of \$849,450 federal (\$1,143,000 total) for Construction/CE. Readiness was demonstrated with the submittal of pre-final plans on October 17, 2014. The project is targeting the March 2015 state letting. Staff completed the reinstatement as an administrative modification. The sponsor also requested a cost increase of \$439,000 federal (\$548,000 total) for committee approval.

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